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(54) **GAS TURBINE ENGINE TRANSITION LINER ASSEMBLY AND REPAIR**

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(52) **U.S. Cl.** **60/752; 60/754**

(58) **Field of Search** **60/752, 754, 755, 60/758, 760**

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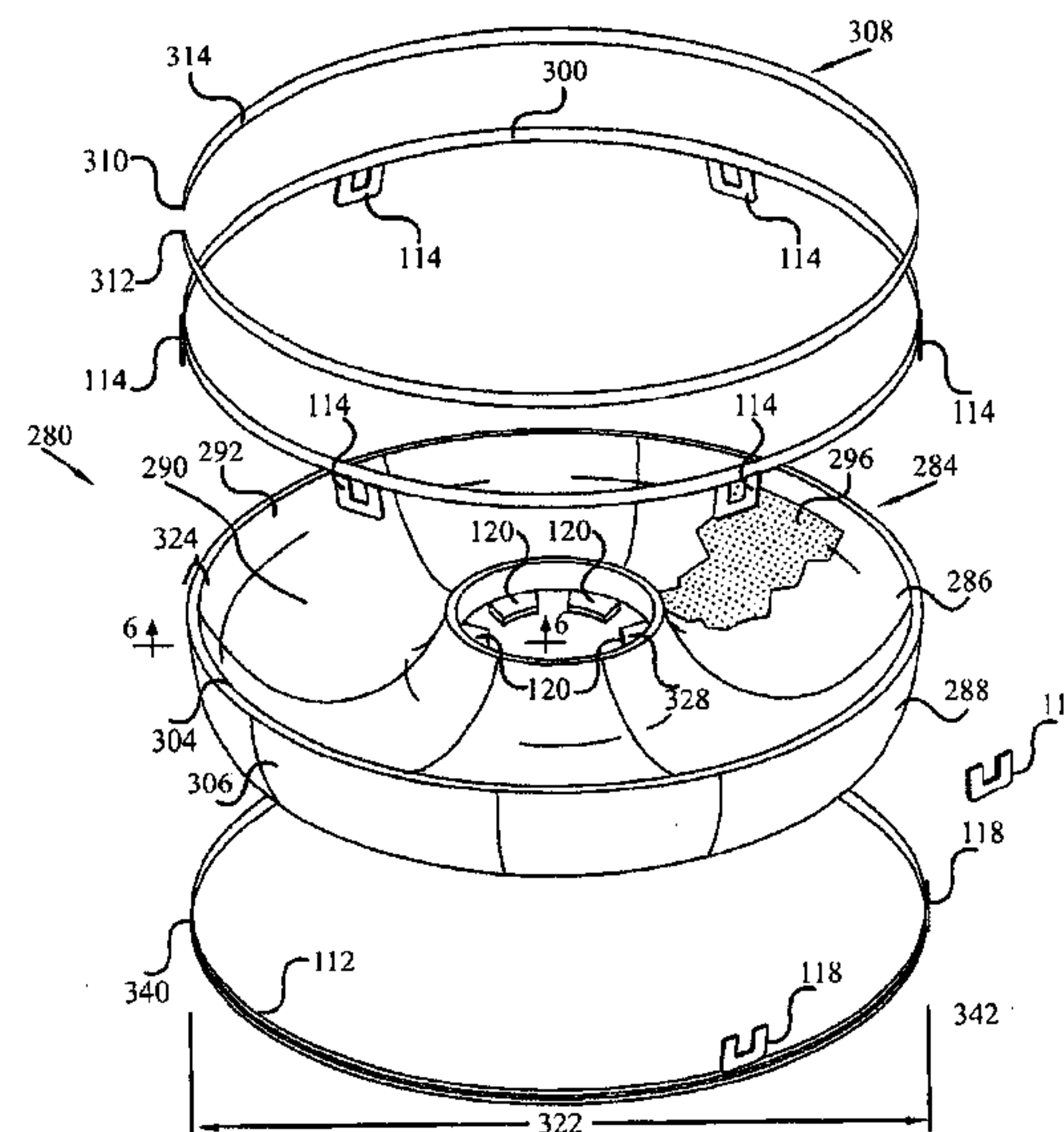
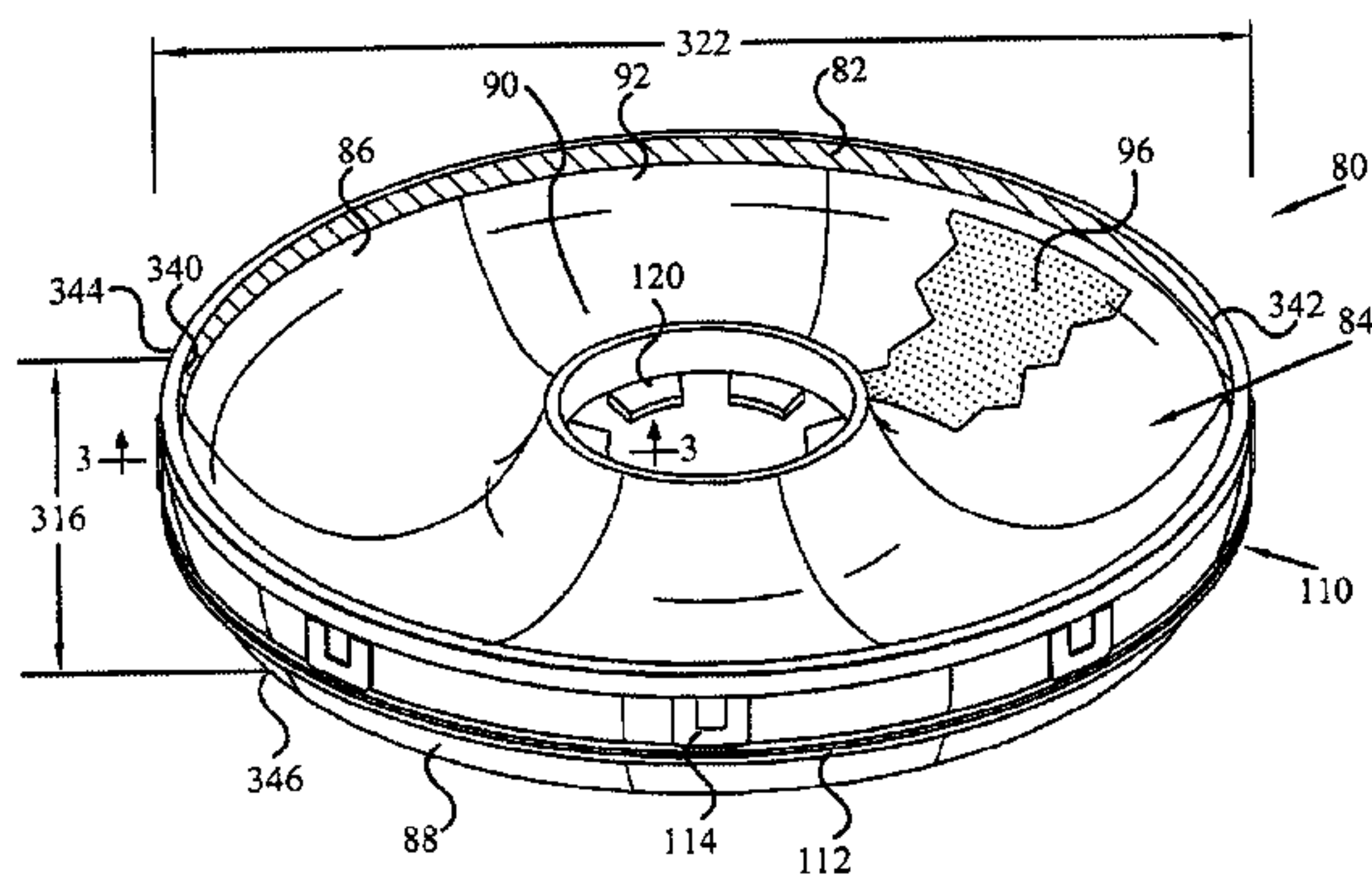
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(57) **ABSTRACT**

A method of repairing a damaged combustion gas transition liner for a gas turbine engine and an improved damage-resistant transition liner that mounts adjacent to the edge of one of the engine's combustion chambers. In a particular embodiment, the gas turbine engine is a reverse flow type and the transition liner has a scalloped, circular shape with a damaged outer edge portion. The outer edge portion of the liner is removed and replaced with a new ring-shaped edge portion. The new ring-shaped edge portion has a layer of damage-resistant material that is more robust than the original liner material. The layer of damage-resistant material is located such that it will be adjacent to the edge of the combustion chamber when the gas turbine engine is reassembled. A new transition liner assembly with the damage-resistant edge also is provided.

8 Claims, 7 Drawing Sheets



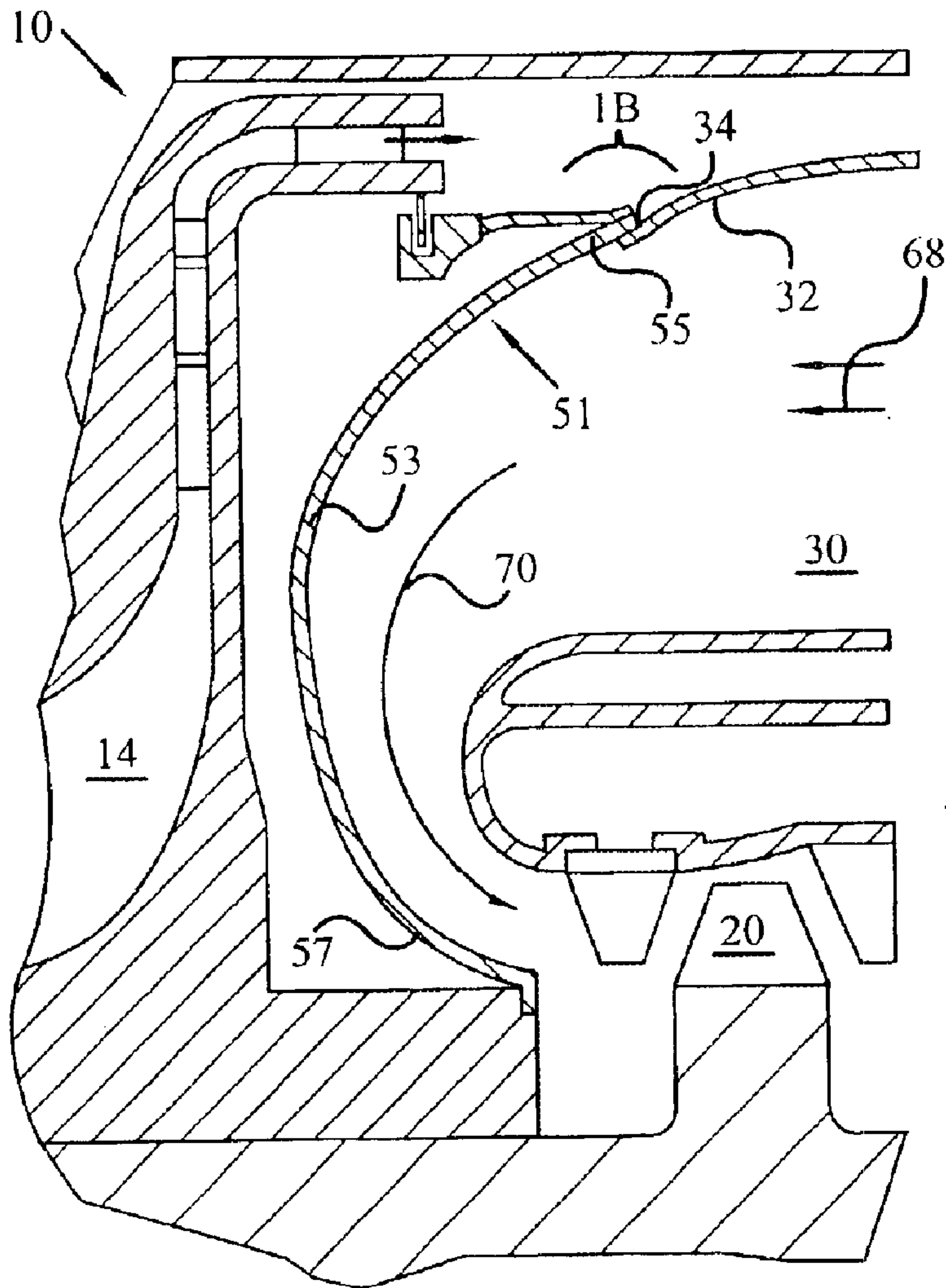


FIG. 1
PRIOR ART

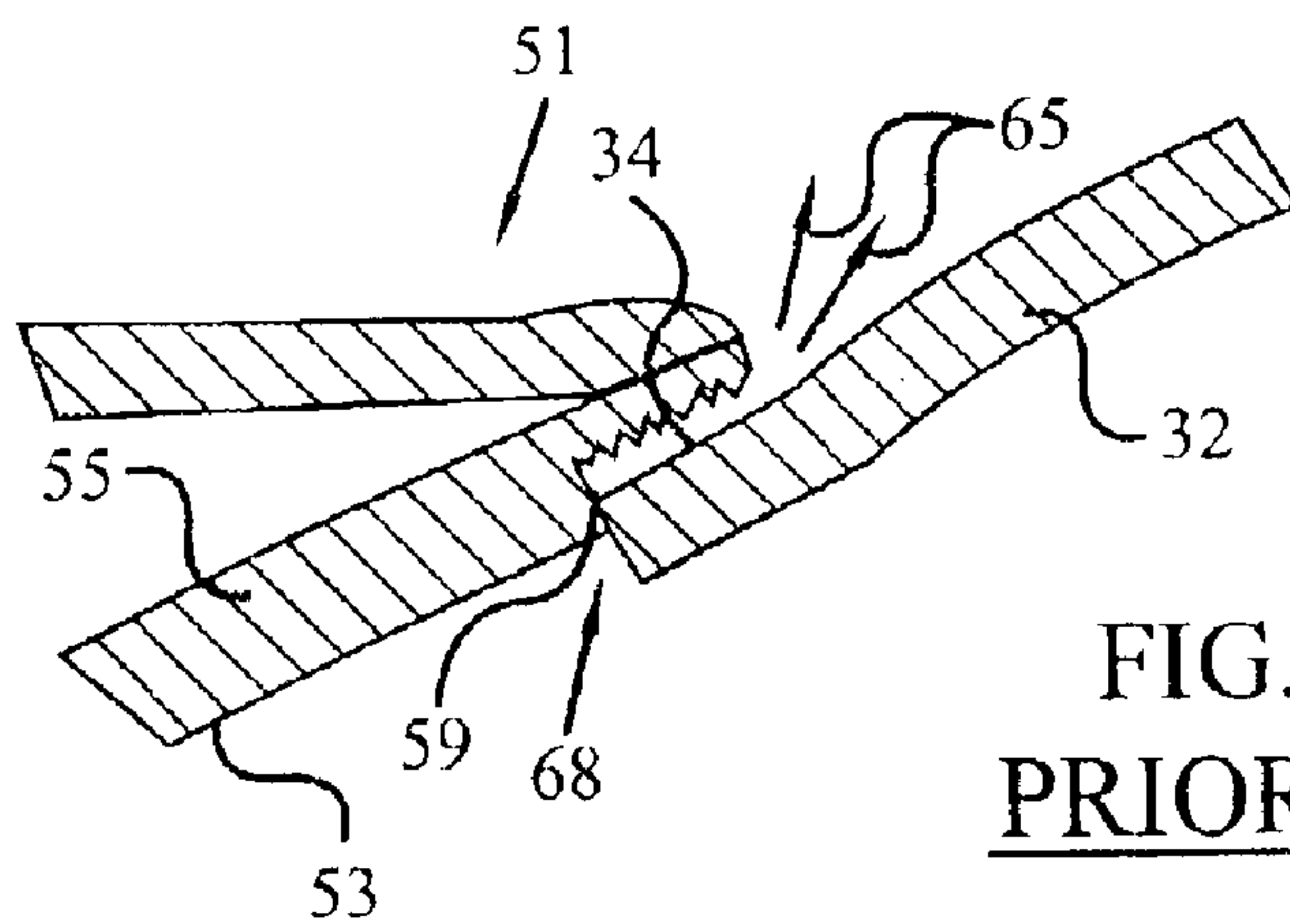


FIG. 1B
PRIOR ART

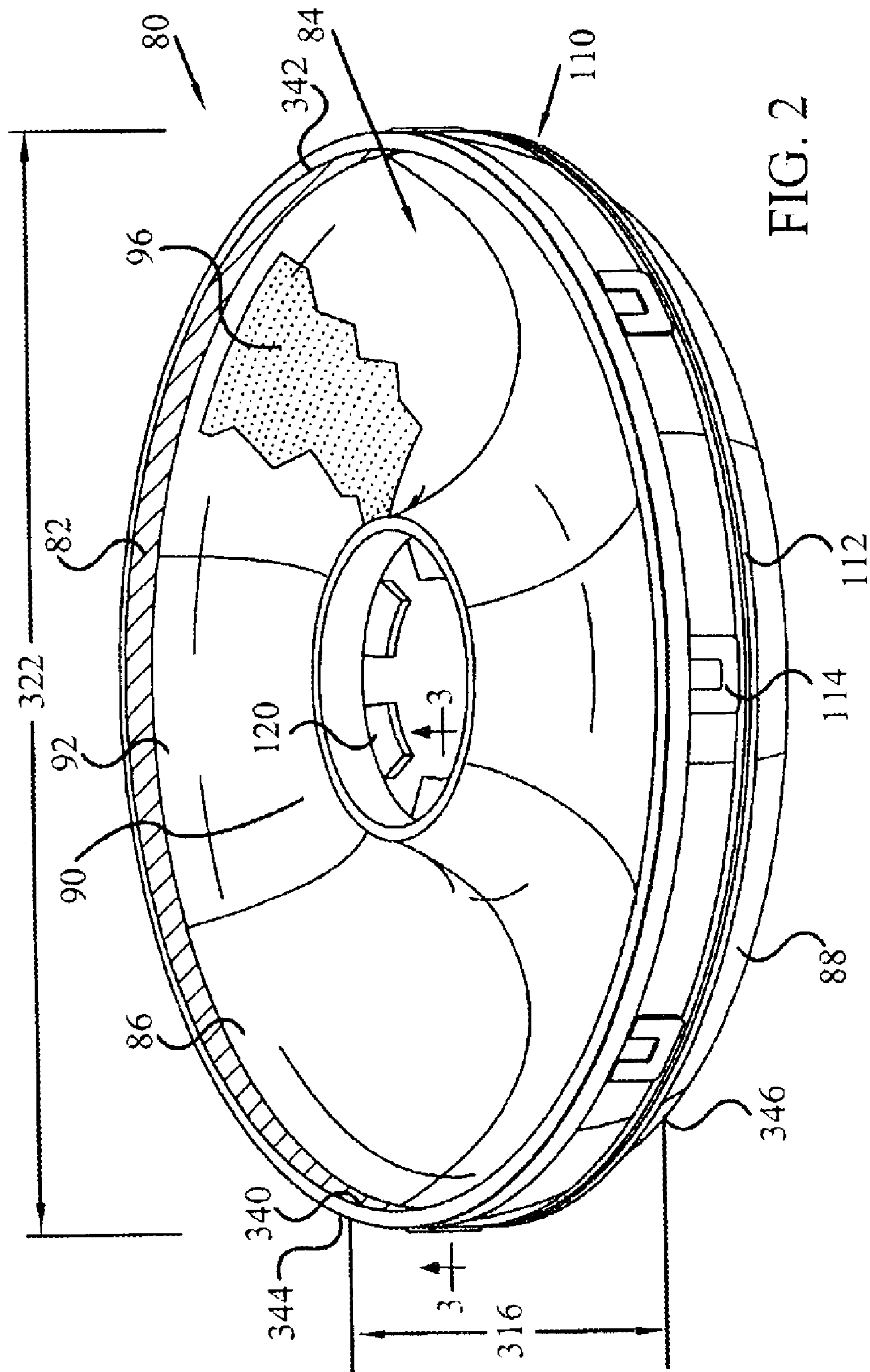


FIG. 2

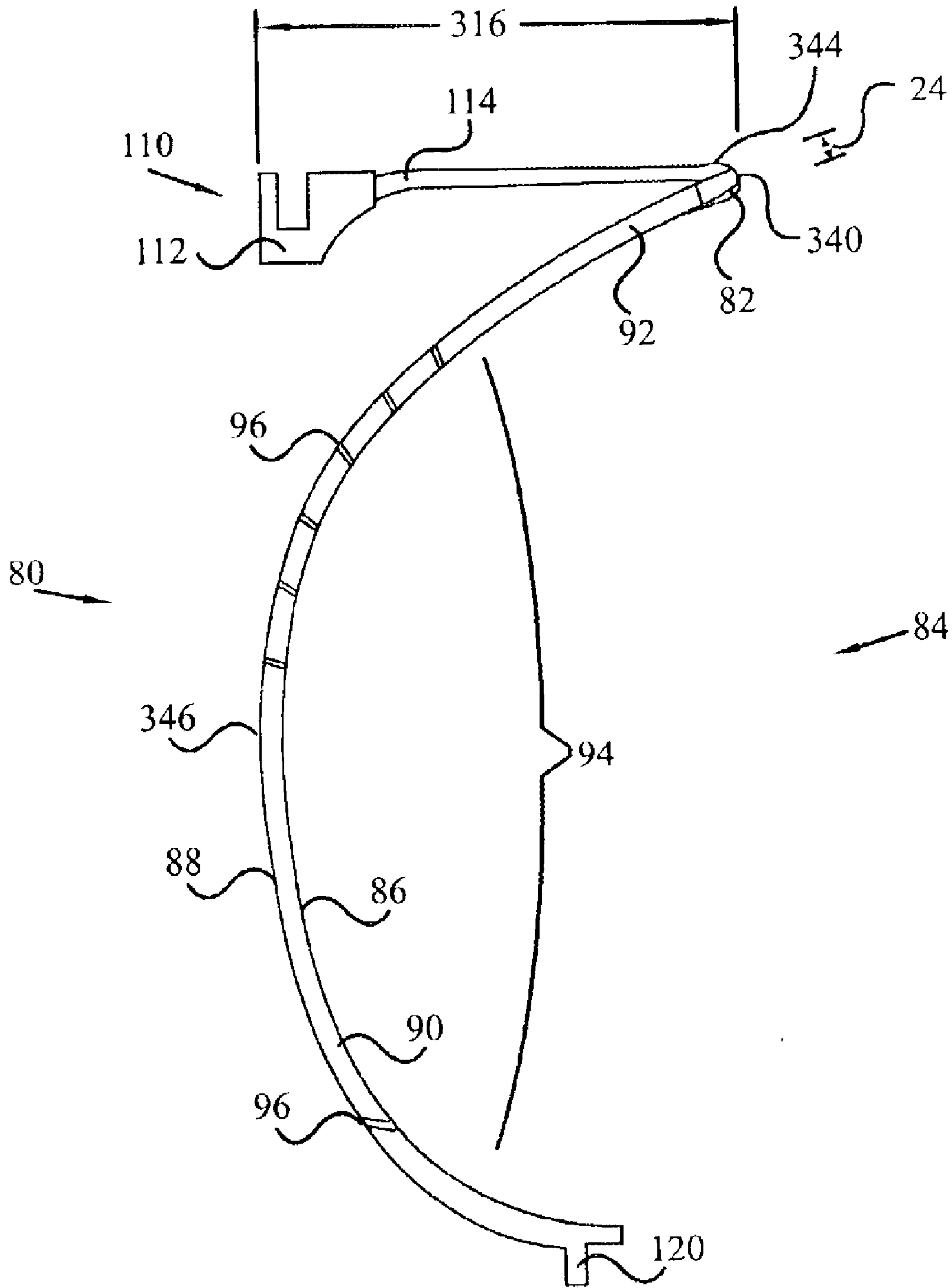


FIG. 3

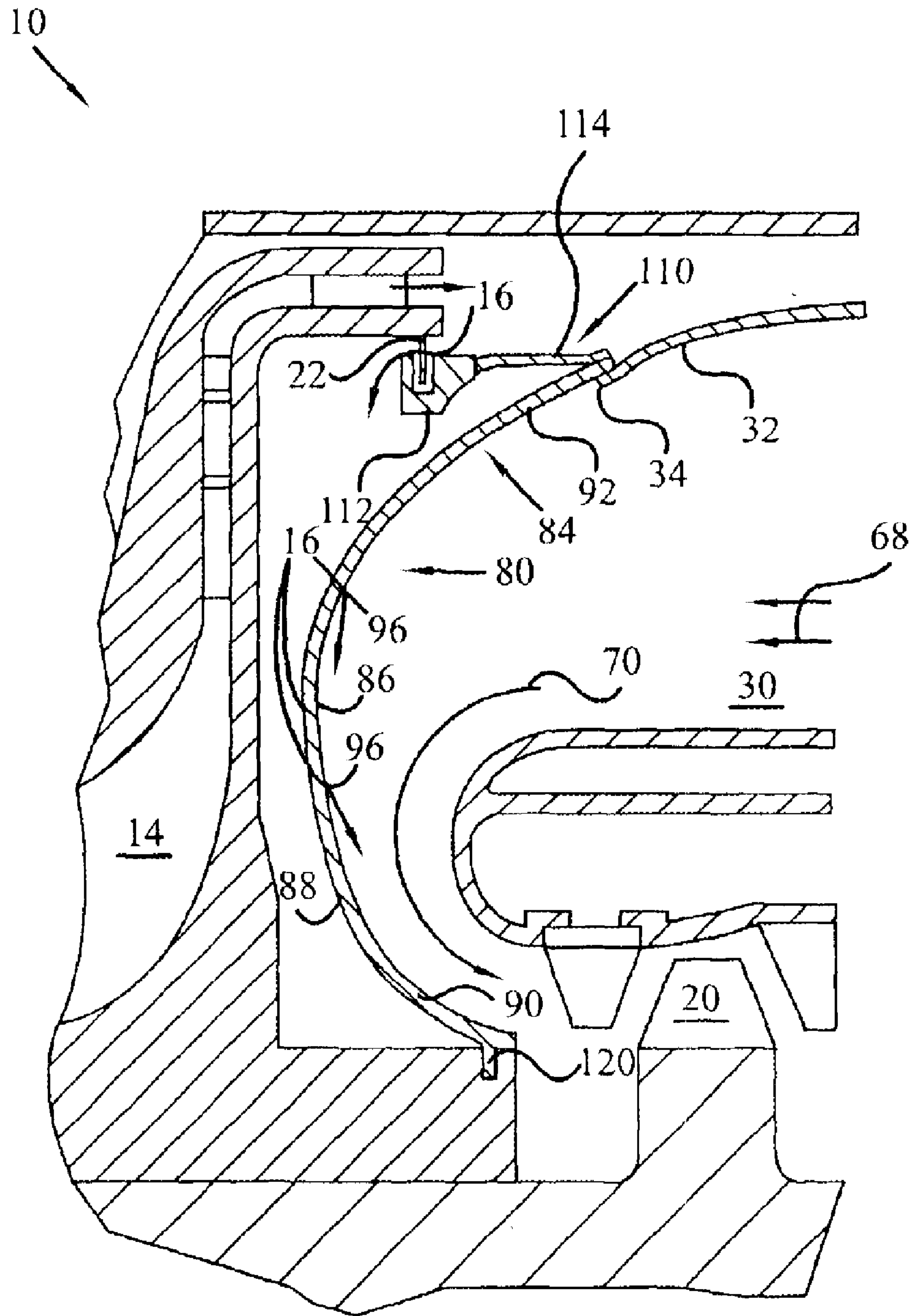


FIG. 4

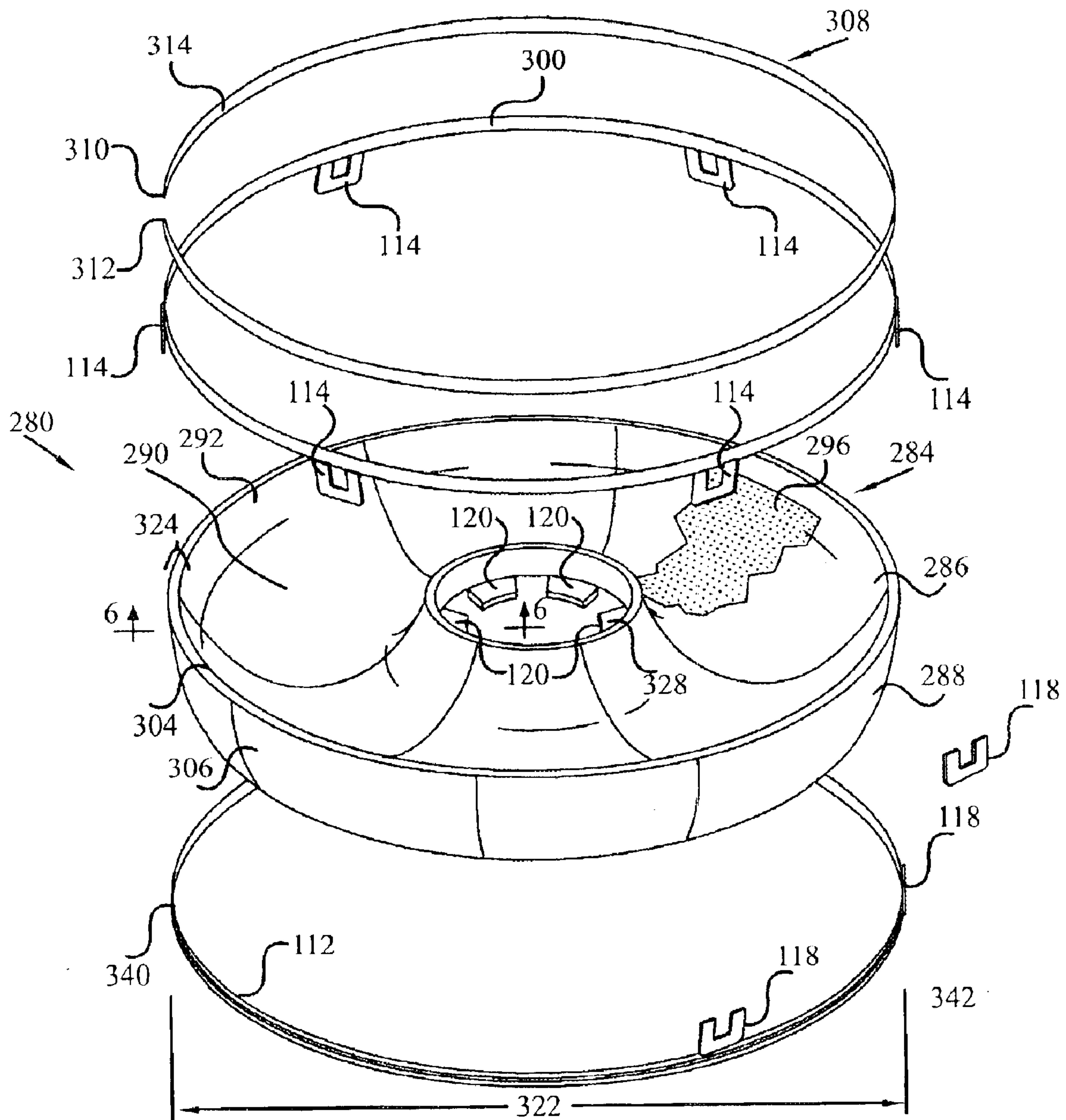


FIG. 5

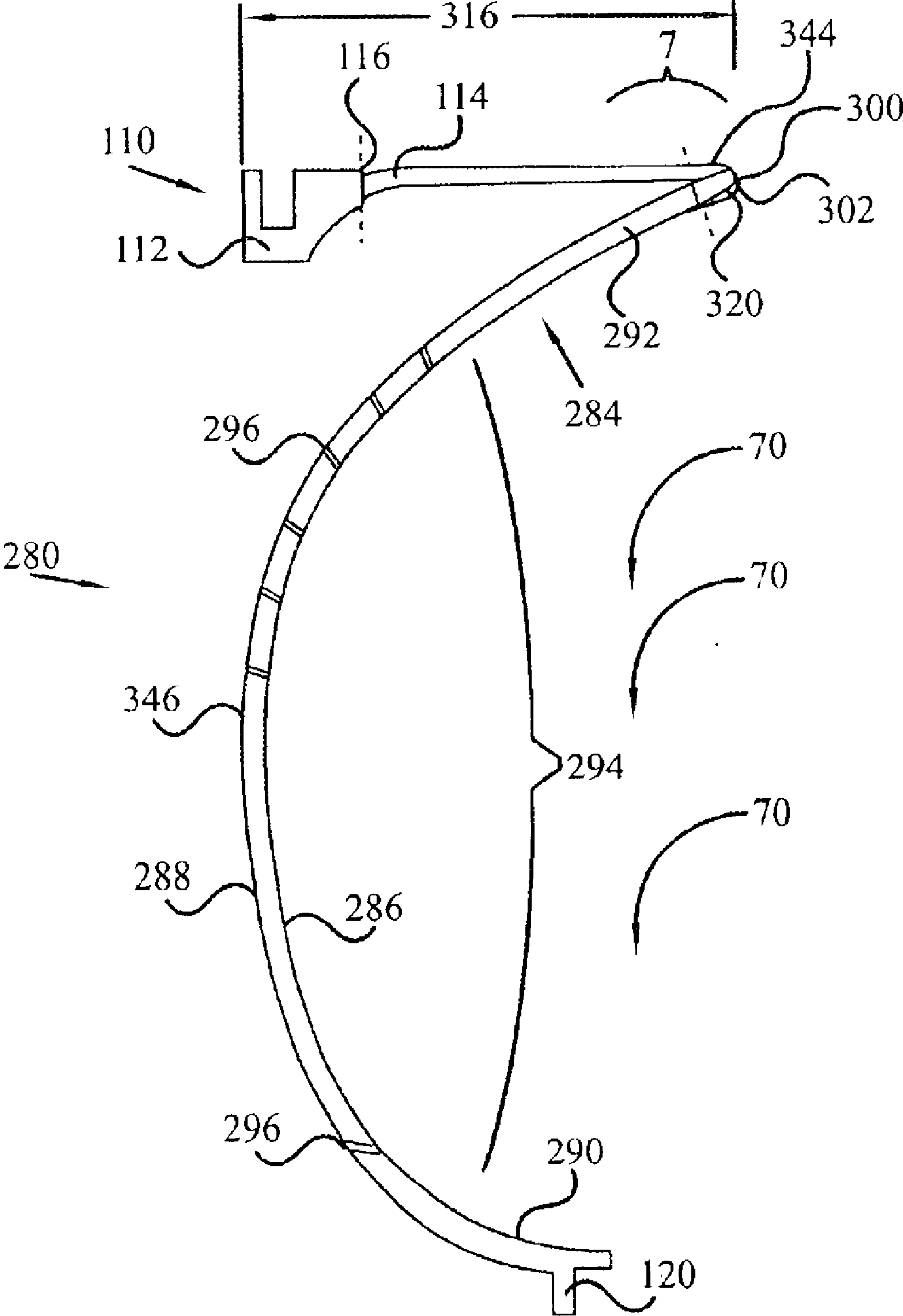


FIG. 6

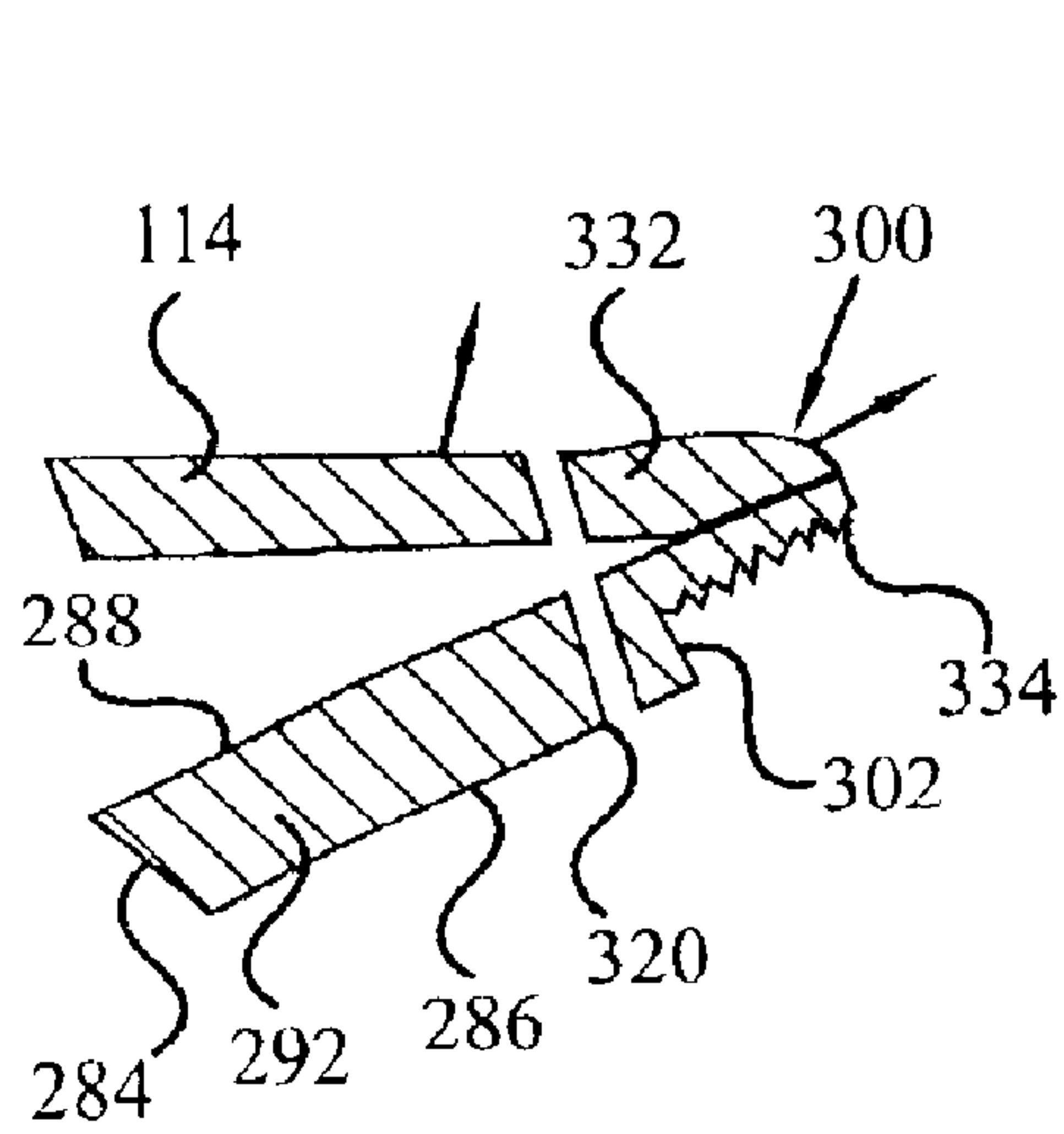


FIG. 7

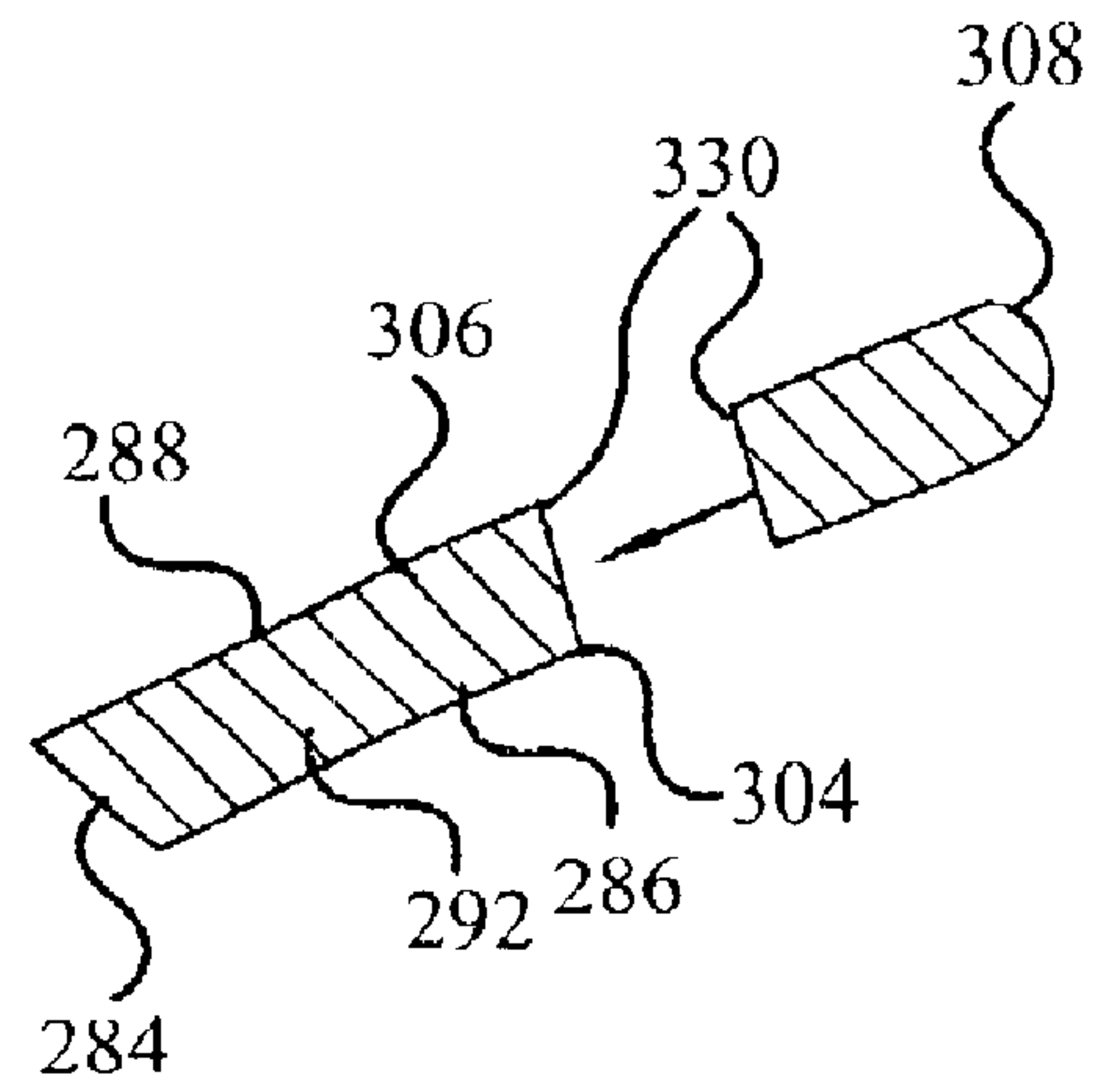


FIG. 8

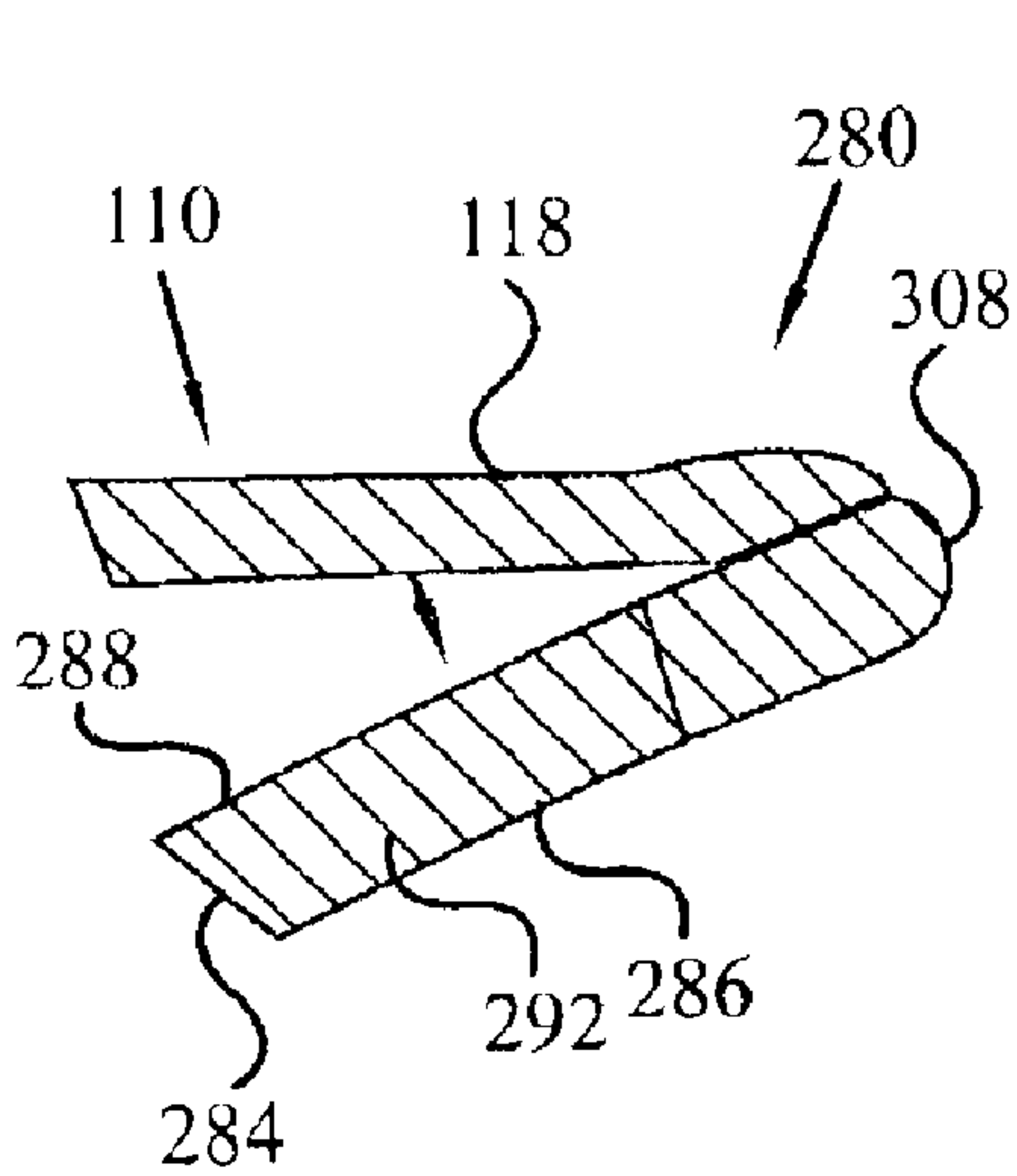


FIG. 9

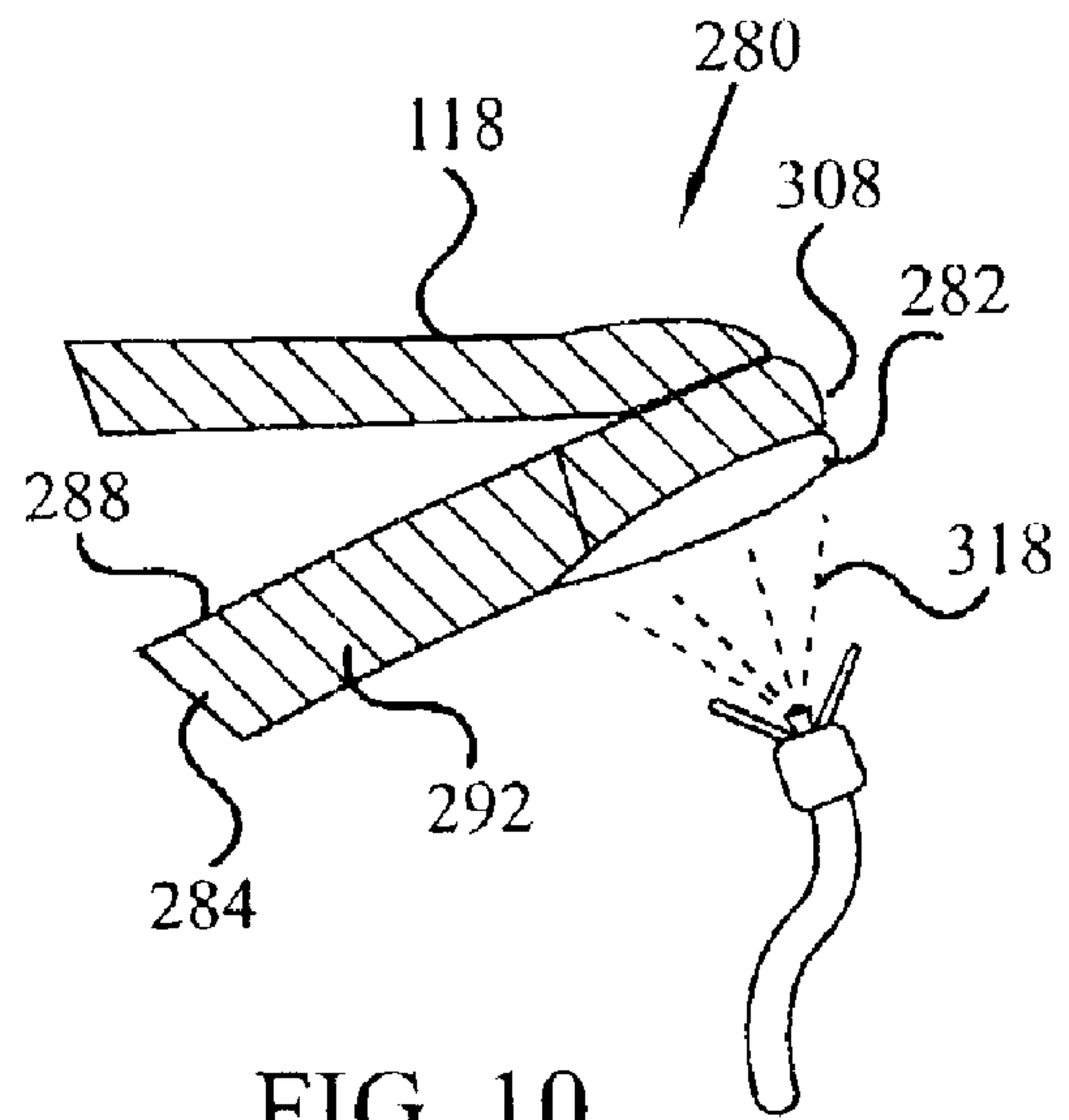


FIG. 10

GAS TURBINE ENGINE TRANSITION LINER ASSEMBLY AND REPAIR

FIELD OF THE INVENTION

This invention relates to gas turbine engines, and in particular, to an improved transition liner assembly for directing the gas flow from the engine's annular combustor to the engine's turbine, and more particularly to a method of repairing damaged transition liners.

BACKGROUND OF THE INVENTION

A gas turbine, or jet, engine may be generalized as having three overall sections: 1) a compressor which receives and compresses incoming gas such as air, 2) a combustion chamber wherein the compressed gas is mixed with fuel and burned to produce exhaust gas; and 3) one or more turbines which extract energy from the high-pressure, high-velocity exhaust gas exiting the combustion chamber.

The arrangement and configuration of these three components impacts many characteristics of the gas turbine engine, including overall engine length and weight, as well as the materials to construct the turbine engine. The overall length of the turbine engine may be shortened, saving on materials, weight and length, by the use of a reverse flow annular combustion chamber. This type of combustion chamber is so named because the mean direction of flow within the chamber is opposite the general direction of air flow through the engine as a whole. A transition liner assembly is fitted to the downstream portion of the annular combustion chamber and serves to redirect the flow of combustion gas into the turbine section resulting in a gas flow aligned with the general direction of overall flow through the engine.

FIG. 1 shows a functional schematic cut-away diagram of one conventional gas turbine engine 10, which includes an air compressing passage 14, a combustion chamber 30, and a turbine 20. More specifically, FIG. 1 shows a portion of the combustor-to-turbine transition assembly which is generally comprised of a transition liner assembly 51 mounted adjacent to a combustion chamber 30 so that the flow of combustion gasses, represented by arrows 68, is diverted from the combustion chamber 30 to the turbine 20 section of the engine. More specifically, in this particular engine, the direction of the combustion gas flow is reversed with respect to the orientation of the turbine engine 10 as the combustion gas is directed from the upstream section 55 of the transition liner 53 to the downstream section 57 of the transition liner 53 to the direction of flow through the turbine 20. To assemble the above components, the inner edge of the upstream section 55 of the transition liner assembly 51 may be generally slip fit, or otherwise fastened, over or adjacent to the outer edge 34 of the combustion chamber 30 downstream section 32. To improve the longevity and performance of the combustion chamber, the outer surface of the downstream section 32 of the combustion chamber 30 can be coated with a hardening material, which can be a chrome carbide metal spray.

The forces applied to an operational gas turbine engine, especially when affixed to the wing of an aircraft, can result in vibration between internal engine components. Vibration between the transition liner and the hardened edge of the combustion chamber 30 can result in damage or wear (otherwise called erosion or fretting) of the edge of the transition liner.

The prior art depicted in FIG. 1B shows erosion damage in the form of a ledge 59 that has been worn into the

upstream section 55 of an eroded transition liner 53. As shown, the erosion-induced ledge 59 has degraded the connection between the upstream section 55 of transition liner 53 and the outer downstream section 32 of the combustion chamber 30, such that some combustion gasses 68 may escape, represented by arrows 65. Akin to a blown head gasket in a conventional automobile engine, the escape of gasses in an undesired location results in degraded engine performance and may shorten the operational life expectancy of the turbine engine or downtime and cost related to engine maintenance. However, it should be appreciated that despite this drawback, conventional gas turbine engines generally are operationally safe and reliable.

Upon a loss of gas turbine engine performance or as required by routine turbine engine maintenance, disassembly of the turbine engine occurs and the transition liner assembly may be inspected. When an upstream annular section of the transition liner is identified as being damaged by erosion (for example by visual inspection), the entire transition liner is removed and replaced. The replacement transition liner is subject to the same erosion damage and life expectancy drawbacks as the old eroded liner. Thus, eroded transition liners may cause maintenance expense and engine downtime.

Hence, there is a need in gas turbine engines for a combustor-to-turbine transition liner assembly, and a related repair method, that overcomes one or more of the drawbacks identified above. The present invention satisfies one or more of these needs.

SUMMARY OF THE INVENTION

The invention provides a repair for a damaged gas turbine engine transition liner assembly that diverts combustion gases from a combustion section of the engine a turbine section in the engine. In addition, an improved damage-resistant transition liner assembly for a gas turbine engine also is provided.

In particular, and by way of example only, one preferred embodiment of the repair includes a method of repairing a damaged edge portion of a transition liner from a gas turbine engine. The damaged edge portion of the transition liner is removed and a replacement edge portion made of a first material is made or provided. The replacement edge portion is then joined to the remaining portion of the transition liner. A layer of a second, damage resistant material is applied to a portion of the replacement edge portion. This second material is more damage or erosion-resistant than the original liner edge material. The second material may be applied before, during or after the joining of the replacement edge portion.

In optional details of the method, the method may include removing the old transition liner assembly from the engine, repairing it as set forth above, and reinstalling it in the engine. Likewise, the method may include the use of a chromium carbide material for the damage resistant layer and/or a material that has the same or similar characteristics as the material on the annular combustion chamber edge at the point of contact. The layer may have a thickness of from about 0.002 inches to about 0.012 inches. A heat treatment also may be used prior to the joining of the replacement edge portion. Also, if the transition liner has one or more attached supports, the method may also include replacing some or all of these supports.

In yet another embodiment, an improved damage-resistant transition liner for a gas turbine engine is provided that guides combustion gasses between an opening into the

turbine section of the engine and a combustion chamber. The transition liner has an annular edge portion and a transition liner body made of a first material. The transition liner body has a first edge portion, a second edge portion and a curved wall therebetween. The first edge portion of the transition liner is shaped to fit adjacent to the annular edge portion of the combustion chamber, The second edge portion is shaped to fit adjacent to the opening of the turbine section of the engine, such that the curved wall of the body guides the flow of combustion gasses from the combustion chamber to the turbine section of the engine. The first edge portion of the transition liner has a layer of a second, damage-resistant material in a position located to contact the annular edge portion of the combustion chamber. This second material is more damage resistant than the first material. However, it should be appreciated that the layer of second material could comprise the entire thickness of the first edge portion and could be joined to the first material comprising the rest of the transition liner.

In alternative embodiments, the layer of second material on the transition liner may be a chromium carbide material. Furthermore, the thickness of the second material layer may be from about 0.002 inches to about 0.012 inches.

The gas turbine engine transition liner of claim 3, wherein the erosion-resistant material comprises a mixture of about 24 to 26 percent by weight Nickel Chromium Alloy and of about 74 to 76 percent by weight Chromium Carbide.

These and other objects, features and advantages of the preferred method and apparatus assembly will become apparent from the following detailed description, taken in conjunction with the accompanying drawings which illustrate, by way of example the principles of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a partial cross-sectional view of a prior art combustor-to-turbine transition liner assembly;

FIG. 1B is a detailed cross-sectional view of the prior art combustor transition liner assembly connection shown in FIG. 1, taken in the area of bracket 1B in FIG. 1;

FIG. 2 is a perspective view of a transition liner assembly according to an embodiment of the present invention;

FIG. 3 is a partial cross-sectional view of the transition liner assembly, taken in the area of line 3 in FIG. 2;

FIG. 4 is a simplified partial cross-sectional view of -transition liner assembly of FIG. 2, shown installed in an exemplary gas turbine engine,

FIG. 5 is an exploded perspective view of the transition liner assembly relating to a repair process embodied by the present invention;

FIG. 6 is a partial cross-sectional view of a repaired transition liner assembly;

FIG. 7 is a partial cross-sectional view of the damaged transition liner section of FIG. 1B being removed;

FIG. 8 is a partial cross-sectional view of a replacement transition liner section being attached;

FIG. 9 is a partial cross-sectional view of the transition liner support being attached to the repaired transition liner section; and

FIG. 10 is a partial cross-sectional view of an erosion resistant material being applied to the replacement transition liner section of FIGS. 8 and 9.

DETAILED DESCRIPTION

Before proceeding with the detailed description, it is to be appreciated that the present invention is not limited to use or

application with a specific type of gas turbine engine. Thus, although the present invention is, for conveniences of explanation, depicted and described with respect to an aircraft reverse flow gas turbine engine, it will be appreciated that this invention may be applied to flow transition liners used in other gas turbine engine applications.

Turning now to the description and with reference first to FIGS. 2 and 3, a preferred improved erosion-resistant transition liner assembly 80 is shown as one embodiment of the invention. The erosion-resistant transition liner assembly 80 has a concave and circular transition liner body 84 and a support assembly 110. The transition liner body 84 has an exterior surface 88 and opposite thereto an interior surface 86, openings 96, an upstream section 92, a downstream section 90, and a layer of erosion resistant material 82 located on the upstream section 92. The support assembly 110 has a support ring 112 and support members 114. While the openings 96 are only shown on a portion of the transition liner body 84, this is only for the sake of simplicity. The openings 96 can extend across the body 84, or in some applications the transition liner body 84 may not have any such openings.

Preferably, the transition liner body 84 is made of an alloy that combines excellent high temperature strength and resistance to oxidation at high temperatures. The preferred alloy is a nickel-chromium-tungsten-molybdenum alloy more commonly known in the industry as a Haynes alloy, although any material for a suitable application may be used. In one embodiment for a particular application, the transition liner body 84 has a diameter of about 21.198 to 21.210 inches, a length of about 2.830 to 2.850 inches, and a thickness of 0.050 inches. For purposes of discussion, it should be understood that the diameter 322 of the transition liner body 84 is measured from inside edge 340 to inside edge 342, and that the length 316 is measured from the upstream edge 344 of upstream section 92 to the lowest area 346 of the downstream section 90.

Redirection of combustion gasses from the engine's combustion chamber to the one or more turbines in other parts of the engine is accomplished by the transition liner's curved or concave downstream section 90, which curves radially inwardly from the upstream section 92, toward the centerline of the engine. The specific curvature and overall shape of the transition liner body 84 of course depends on the design and location of the particular gas turbine engine components.

As can be seen, the damage-resistant transition liner assembly 80 incorporates a layer of erosion-resistant material 82 located around the circumference of the inner surface 86 at the upstream section 92 of the transition liner assembly 80. It should be appreciated that a substantially similar erosion-resistant layer may also be located on the downstream section 32 of the combustion chamber 30, proximate to the point of contact between the transition liner assembly 80 and the combustion chamber 30 (See FIG. 4). Furthermore, depending on the configuration of the combustion chamber 30 and the transition liner assembly 80, the erosion-resistant layer 82 may not be continuous around the whole circumference on any one surface of the components.

More specifically, the layer of erosion resistant material 82 on the interior surface 86 of the upstream section 92 of the transition liner body 84 preferably possesses the same or similar physical characteristics as the downstream section 32 of the combustion chamber 30 (see FIG. 4). In at least one preferred embodiment of the present invention, this erosion-resistant material is chrome carbide metal, although other

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materials suitable for particular gas turbine engine applications may be used. The preferred chrome carbide metal is preferably a mixture of about 24 to 26 percent by weight Nickel Chromium Alloy, Type I, Class I, and of about 74 to 76 percent by weight Chromium Carbide, Type II Class I. In at least one preferred embodiment, the layer of erosion-resistant material **82** is about 0.002 to 0.012 inches thick.

Element	Percentage by weight	
	Min	Max
<u>TYPE I, CLASS I</u>		
Chromium	18.0	21.0
Nickel	76.0	80.0
Iron	—	1.0
Carbon	—	0.25
Manganese	—	2.5
Silicon	—	1.5
<u>TYPE II, CLASS I</u>		
Iron	—	0.7
Carbon	12.5	—
Silicon	—	0.1
Chromium	85.5	—

The addition of the erosion resistant material **82** to the upstream section **92** of the transition liner assembly **80**, results in a transition liner assembly **80** or transition liner body **84** that is comprised of first material providing strength and oxidation resistance and a second material providing resistance to erosion from contact with the combustion chamber liner **32** and/or from the hot combustion gases.

As also shown in FIG. **3**, the primary section **94** of downstream section **90** of the transition liner body **84** has openings **96** to permit compressed air provided to the exterior surface **88** of the transition liner body **84** to pass through to cool the interior surface **86** of the transition liner body **84**. In particular, the openings **96** allow a buffering layer of cool air to pass from the exterior surface **88** to the interior surface **86** of the transition liner body **84**, and then across the interior surface **86** generally in a direction of travel from the upstream section **92** to the downstream section **90**, thereby flowing with the hot combustion gasses **68** from the combustion chamber **30** into the turbine **20**. This flow of cooler air across the interior surface **86** reduces the direct contact of the hot combustion gasses **68** with interior surface **86** of transition liner body **84** (see FIG. **4**).

The support and retainer assembly **110** is also preferably provided and mounted to the exterior portion of the upstream section **92** of the transition liner body **84**. In the embodiment depicted, the preferred support assembly **110** is comprised of the support ring **112**, and the support members **114**, however, under appropriate circumstances an annular shroud or other support structure may be used.

FIG. **4** depicts a partial cross section of an exemplary annular gas turbine engine **10** which may include an embodiment of the present invention. As is shown, the curvature of the transition liner body **84** is arranged to transition the flow of combustion gasses **68** from a first direction, generally represented by arrows **68** to a second direction, generally represented by arrow **70**. Further, the support assembly **110** is shown to engage internal engine support structure **22**, thereby mounting the transition liner assembly **80** in its position adjacent to the annular combustion chamber **30** of the engine. Compressed air or gas, represented by arrows **16**, is provided to the exterior surface **88** of the transition liner body **84** and flows through openings

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96 to reach the interior surface **86** of the transition liner body **84**. The erosion resistant material **82** on the interior surface **86** of upstream section **92** resists wear from contact with the outer edge **34** of downstream section **32** of the combustion chamber **30**. This advantageously allows the engine operator to have reduced repair expenses and related downtime.

Having described one embodiment of an erosion-resistant transition liner assembly **80**, another embodiment of the invention is related to a method of repairing an erosion-damaged transition liner assembly **280**, as is illustrated in FIGS. **5** through **10**. It will be appreciated that the described method need not be performed in the order in which it is herein described, but that this description is merely exemplary of one method of repairing a transition liner assembly **280** in accordance with an embodiment of the present invention. Except for the first “2” in the reference numerals used in these Figures above, the remainder of the numerals are similar to those used in the other Figures to indicate similarity.

With respect to FIGS. **5** and **6**, the transition liner assembly **280** repaired under the present invention has a curved or concave transition liner body **284** with an exterior surface **288** and an interior surface **286** that has been damaged by vibratory contact between the transition liner assembly and the combustion chamber, and/or exposure to hot gas turbine engine combustion gasses (See FIG. **1B**). Except for the erosion damage, the transition liner assembly **280** in its unrepaired configuration can be essentially the same as that **51** shown in FIG. **1** or that **80** shown in FIG. **2**, without the layer of erosion-resistant material **82**. The transition liner body **284** also has a downstream section **290** extending radially inwardly from the upstream section **292**. The transition liner assembly **280** also has a support and retainer assembly **110** mounted to the exterior portion of the upstream section **292** of the transition liner body **284**. In the preferred embodiment depicted, the support assembly **110** has a support ring **112** and support members **114**. The primary section **294** of downstream section **290** of the transition liner **284** may have a plurality of openings **296** to cool the interior surface **286** of the transition liner body **284**, as described above.

After having described the damaged transition liner assembly **280** in need of repair, the repair process will now be described. The support assembly **110** is removed, preferably by cutting by laser or other know cutting tools, at or near to the original weld joint **116** between the support members **114** and the support ring **112** (see FIG. **6**). Under appropriate circumstances, other methods of cutting may be employed such as grinding or sawing or clipping. As shown in FIG. **7**, the annular end section **300** of upstream section **292** of the transition liner body **284** has the erosion damage **302**. This annular end section **300** is removed from the transition liner body **284**, preferably by cutting, such as by laser beam cutting, though under appropriate circumstances other ways of cutting may be employed such as grinding, sawing, or other suitable cutting tools or methods. Preferably, the cutting is performed at a location **320** below the erosion damage on the end section **300** of the upstream section **292** of the transition liner body **284**. In particular, the annular, or ring shaped, end section **300** is preferably removed by cutting at location **320** approximately at least 0.400 inch from the tip of the upstream end section **300** of the transition liner **284**. Of course, this location of cutting will vary depending on particular applications. Removal of the annular end section **300** generally also removes part of and shortens support members **114** as a section **332** of a support member may be joined to the removed section **334** of transition liner body **284**.

Preferably, a finishing process is applied to the cut edge **304** (shown in FIGS. **5** and **8**) of the remaining transition liner section **306**. This process could include treatment of the edge **304** with a light abrasive material to remove the laser recast layer and or other unwanted material remaining from the cutting process.

At least one replacement ring **308** section is then obtained and installed. This replacement ring **308** may be formed by any process including by forming sheet metal material. Preferably, the replacement ring **308** is made of sheet metal alloy that is substantially identical in thickness to that of the removed section **300**, although the sheet metal used may have a different thickness (or thicknesses). Preferably the replacement ring **308** is formed from sheet metal alloy that combines excellent high temperature strength and resistance to oxidation at high temperatures. The preferred alloy is a nickel—chromium—tungsten—molybdenum alloy more commonly known in the industry as a Haynes alloy, although any material for a suitable application may be used. Preferably, the replacement ring **308** is made of substantially the same material as that of the remaining transition liner section **306**.

As shown in FIG. **5**, forming the replacement ring **308** can include joining ends **310** and **312** of the sheet metal alloy strip **314** to form the replacement ring section. Although other processes may be used to join the ends **310** and **312** of the alloy strip **314**, in one preferred embodiment the ends **310** and **312** are joined by tungsten inert welding. Preferably, the weld joint is finished flush by grinding and or other treatments.

The replacement ring **308** is sized and shaped to be substantially similar in shape to that of the removed section **300** as it would have appeared prior to incurring the erosion damage. To aid in the sizing and shaping of the replacement ring **308** and to provide a flush fit with the original transition liner section **306**, the replacement ring **308** and the original transition liner section **306** may be heat-treated using a conventional process, such as a conventional vacuum heat treatment process. When utilizing a vacuum heat treatment process the vacuum is preferably about a 10^{-3} mm Hg minimum vacuum environment heated to preferably about 2025 to 2075 degrees Fahrenheit (1107 to 1134 degrees Centigrade). The replacement ring **308** and original transition liner section **306** are exposed to this preferred vacuum environment for at least 15 minutes. The heat treating process also provides a proper surface for welding, as it can remove materials deposited by combustion gasses on the remaining section of the original transition liner section **306**. The heat treating parameters will of course vary depending on the materials used and the specific application.

Referring once again to FIG. **8**, the replacement ring **308** is joined to the original transition liner section **306** to achieve an improved and repaired restored transition liner body **284**. In a preferred embodiment, the joining of the replacement ring **308** to the original transition liner section **306** is accomplished by tungsten inert welding, preferably along the exterior surface **330** of the union of these pieces. Under appropriate circumstances, alternative joining methods may be employed. Preferably, the weld joint is hand finished to blend the weld to the interior and exterior contours of the transition liner **284**.

With respect to FIG. **9**, a repaired and improved transition liner assembly **280**, free of erosion damage in the replacement ring area, is achieved by joining the support assembly **110** to the improved and repaired transition liner body **284**. Further, during such assembly, it is preferred to attach new support members **118** to the support ring **112** (see FIG. **5**) in

place of original support members **114** which have been shortened by removal of annular section **300** as shown in FIG. **7**. In one preferred embodiment there are six such new support members **118**.

To insure proper realignment and nesting of the repaired transition liner assembly **280** to the combustion chamber **30** within the gas turbine engine **10** (see FIG. **4**), the radial orientation of new support members **118** may be substantially identical to the radial orientation of the original support members **114**. This orientation, commonly referred to as clocking, is keyed to a master inner support member **120**, identified in FIG. **5** as **328**. In short, if the interior surface **290** of the transition liner assembly **280** is viewed directly from above as if looking at the face of a clock with master inner support member **328** at the 12:00 position, the new support members **118** preferably appear in substantially the same locations about the edge of the transition liner assembly **280** as the original support members **114**.

The support members **118** may be joined to the support ring **112** to establish the support assembly **110**, prior to the support assembly **110** being coupled to the transition liner **284**. However, under appropriate circumstances the support members **118** may be joined to the improved and repaired transition liner body **284** before support ring **112** is joined to the support members **118**. Preferably all such joining performed in assembling the new transition liner assembly **280** is by welding, including without limitation tungsten inert welding. Other methods of joining may be employed under appropriate circumstances.

The improved and repaired transition liner assembly **280** is sized and shaped before it is installed in the gas turbine engine. This sizing and shaping is performed to insure that the transition liner assembly **280** is substantially similar in dimensions of contact surfaces to the original transition liner assembly. The sizing and shaping can be performed with a heat treatment such as that described above and/or other manufacturing techniques for forming, adding or removing material to achieve a predetermined dimension.

In one preferred embodiment, the improved and repaired erosion-resistant transition liner assembly **280** is sized and shaped to a preferred horizontal length **316** (see FIG. **6**) of about 2.830–2.850 inches, and a preferred overall internal upstream diameter (see FIG. **5**) of between about 21.198 to 21.210 inches. Under appropriate circumstances, it may be desired to perform fluorescent penetration inspection of the transition liner assembly **280**.

As shown in FIG. **10**, a layer of erosion resistant material **282** is applied to the inner surface of the attached replacement ring **308**. This material can be an erosion-resistant metallic compound, such as the chrome carbide metal spray described above. Preferably, applying the erosion-resistant material **282** achieves an erosion resistant layer 0.002 to 0.012 inches thick, bonded to, and/or specifically infused to the inner surface of replacement ring **308**. Under appropriate circumstances, a thicker layer of erosion-resistant material may also be used. Preferably, the erosion-resistant material **282** is applied by a thermal spray process **318** such as a plasma spray process.

In one preferred embodiment, the thermal spray process **318** is a plasma spray process. It is understood and appreciated that in general a plasma spray process is primarily the application of molten or heat softened material onto a surface to provide a coating. Generally, the material intended to form the coating is in a power form, injected or otherwise delivered into a high temperature plasma flame (generally produced by high voltage discharge through plasma gas such as argon, nitrogen, hydrogen, or helium),

where the powder material is rapidly heated and accelerated to a high velocity. The heated material impacts the substrate surface of the target to be coated and rapidly cools forming a dense coating with high bond strength. Other methods of adding material can also be used, such as laser powder fusion welding or other processes known in the industry.

Before the erosion-resistant material **282** is applied, the overall diameter of the transition liner assembly **280** is generally between 21.120–21.222 inches, so as to accommodate the thickness of the erosion resistant material (generally between about 0.002–0.12 inches) and to achieve a finished overall diameter of between 21.198 to 21.210 inches for one specific application. While these dimensions are provided for a specific application it should be appreciated that these dimensions could vary based on the gas turbine engine transition liner being repaired. After the foregoing is accomplished, the entire repaired transition liner assembly **280** is installed back into the gas turbine engine in a manner similar to the installation of a new transition liner assembly.

As discussed above and shown in FIG. **5**, the transition liner **284** may or may not incorporate original cooling air openings **296** in downstream section **290**. If the openings **296** are present, the repair technician may mask the cooling air openings **296** prior to applying the erosion resistant material **282** to protect these cooling air openings **296** and minimize undesired application of the erosion-resistant material.

This repair and improvement to resist erosion is advantageously cost effective and comparatively less time consuming than the remanufacture of an entire new transition liner body and/or assembly.

Having described the repair process, it will be appreciated that an unused, and/or undamaged transition liner assembly may be enhanced to become an erosion resistant transition liner assembly **80** by applying the same erosion-resistant material **282** to the same portion of the upstream section **292**. Removal of an annular section **300** of the upstream section **292** is understood to be superfluous as a new transition liner will not have suffered any erosion damage. In addition, a completely new erosion-resistant transition liner assembly **80** can be made that has the layer of erosion resistant material **82** incorporated during the initial manufacturing process.

While the invention has been described with reference to the preferred embodiments, it will be understood by those skilled in the art that various changes may be made and equivalents may be substituted for the elements thereof and steps thereof without departing from the scope of the present invention. In addition, many modifications may be made to adapt to a particular situation or material to the teachings of the invention without departing from the essential scope thereof. Therefore, it is intended that the invention not be limited to the particular embodiments disclosed as the best

mode contemplated for carrying out this invention, but that the invention will include all embodiments falling within the scope of the appended claims.

I claim:

1. A repaired gas turbine engine comprising:
 - a combustion chamber having an annular edge portion;
 - a transition liner body made of a first material and having a first edge portion, a second edge portion and a curved wall therebetween, the first edge portion shaped to fit adjacent to the annular edge portion of the combustion chamber and having a cut edge portion thereof, and the second edge portion shaped to fit adjacent to the opening of the turbine section of the engine, such that the curved wall of the transition liner body guides the flow of combustion gasses from the combustion chamber to the turbine section of the engine;
 - a replacement ring section coupled to the cut edge portion, the replacement ring section comprising the first material and having an inner surface; and
 - a layer of a second, damage-resistant material deposited on the replacement ring inner surface and on the annular edge portion of the combustion chamber, the second material being resistant to wear damage caused by contact between the transition liner first edge portion and the annular edge portion of the combustion chamber.
2. The gas turbine engine transition liner according to claim **1**, wherein the second damage-resistant material has the same physical characteristics as the annular combustion chamber material at the point of contact therewith.
3. The gas turbine engine transition liner according to claim **1**, wherein the first material comprises a Haynes alloy and the layer of second material comprises a chromium carbide metal.
4. The gas turbine engine transition liner of claim **3**, wherein chromium carbide material has a thickness of from about 0.002 inches to about 0.012 inches.
5. The gas turbine engine transition liner of claim **3**, wherein the chromium carbide material comprises a mixture of about 24 to 26 percent by weight nickel chromium alloy and of about 74 to 76 percent by weight chromium carbide.
6. The gas turbine engine transition liner according to claim **1**, wherein the curved wall has an internal surface located to receive the combustion gases and an opposed external surface; and further comprising at least one support mounted to the external surface of the curved wall.
7. The gas turbine engine transition liner of claim **6**, wherein the support includes a mounting ring.
8. The gas turbine engine transition liner of claim **1**, wherein the layer of second material has a thickness of from about 0.002 inches to about 0.012 inches.

* * * * *

UNITED STATES PATENT AND TRADEMARK OFFICE
CERTIFICATE OF CORRECTION

PATENT NO. : 6,925,810 B2
DATED : August 9, 2005
INVENTOR(S) : R. Glenn Swaffar

Page 1 of 1

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

Column 10,

Line 12, delete "thereoh" and add -- thereon --.

Signed and Sealed this

Ninth Day of May, 2006

A handwritten signature in black ink on a dotted background. The signature reads "Jon W. Dudas" in a cursive style. The "J" is large and loops around the "on". The "W" is written with two distinct peaks. The "D" is large and loops around the "udas".

JON W. DUDAS

Director of the United States Patent and Trademark Office